

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5192

號一十月五年二十三緒光

MONDAY, JULY 2, 1906.

一拜禮

號二月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HART, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. Mr. W. J. Gresson
C. R. Lumsden, Esq.
D. M. Nisim, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 6th June, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Direction-Gesellschaft Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Söhne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Köln,
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Hongkong, Shanghai, Rangoon, Penang, Sourabaya, Cheribon, Peking, Batavia, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Singaw (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 per annum.

Do. 3 do. 3 1/2 per annum.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEGMANN & Co.

Hongkong 28th May, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 1/2 per cent.

On Fixed Deposits for 3 months, 3 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 21,000,000

CAPITAL UNCALLED....." 3,000,000

RESERVE FUND....." 10,300,000

SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU, SHANGHAI, NEWCHANG, YAGASAKI, MUKDEN, LYONS, PORT ARTHUR, SAN FRANCISCO, CHEFOO, BOMBAY, TIENTSIN, PEKING, DALNY, KOBÉ, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

PARRS BANK, LD.

THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

On Fixed Deposits for 6 months at 4 1/2 per cent.

On Fixed Deposits for 3 months at 4 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 14th May, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 1/2 per cent.

On Fixed Deposits for 3 months, 3 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$3,250,000

RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account, and accepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 10 minutes.

9.00 a.m. to 9.30 a.m. ...Every 15 minutes.

9.30 a.m. to 10.00 a.m. ...Every 10 minutes.

10.00 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

11.00 a.m. to 11.30 a.m. ...Every 15 minutes.

11.30 a.m. to 12.00 p.m. ...Every 10 minutes.

12.00 p.m. to 12.30 p.m. ...Every 15 minutes.

12.30 p.m. to 1.00 p.m. ...Every 10 minutes.

1.00 p.m. to 1.30 p.m. ...Every 15 minutes.

1.30 p.m. to 2.00 p.m. ...Every 10 minutes.

2.00 p.m. to 2.30 p.m. ...Every 15 minutes.

2.30 p.m. to 3.00 p.m. ...Every 10 minutes.

3.00 p.m. to 3.30 p.m. ...Every 15 minutes.

3.30 p.m. to 4.00 p.m. ...Every 10 minutes.

4.00 p.m. to 4.30 p.m. ...Every 15 minutes.

4.30 p.m. to 5.00 p.m. ...Every 10 minutes.

5.00 p.m. to 5.30 p.m. ...Every 15 minutes.

5.30 p.m. to 6.00 p.m. ...Every 10 minutes.

6.00 p.m. to 6.30 p.m. ...Every 15 minutes.

6.30 p.m. to 7.00 p.m. ...Every 10 minutes.

7.00 p.m. to 7.30 p.m. ...Every 15 minutes.

7.30 p.m. to 8.00 p.m. ...Every 10 minutes.

8.00 p.m. to 8.30 p.m. ...Every 15 minutes.

8.30 p.m. to 9.00 p.m. ...Every 10 minutes.

9.00 p.m. to 9.30 p.m. ...Every 15 minutes.

9.30 p.m. to 10.00 p.m. ...Every 10 minutes.

10.00 p.m. to 10.30 p.m. ...Every 15 minutes.

10.30 p.m. to 11.00 p.m. ...Every 10 minutes.

11.00 p.m. to 11.30 p.m. ...Every 15 minutes.

11.30 p.m. to 12.00 a.m. ...Every 10 minutes.

12.00 a.m. to 12.30 a.m. ...Every 15 minutes.

12.30 a.m. to 1.00 a.m. ...Every 10 minutes.

1.00 a.m. to 1.30 a.m. ...Every 15 minutes.

1.30 a.m. to 2.00 a.m. ...Every 10 minutes.

2.00 a.m. to 2.30 a.m. ...Every 15 minutes.

2.30 a.m. to 3.00 a.m. ...Every 10 minutes.

3.00 a.m. to 3.30 a.m. ...Every 15 minutes.

3.30 a.m. to 4.00 a.m. ...Every 10 minutes.

4.00 a.m. to 4.30 a.m. ...Every 15 minutes.

4.30 a.m. to 5.00 a.m. ...Every 10 minutes.

5.00 a.m. to 5.30 a.m. ...Every 15 minutes.

5.30 a.m. to 6.00 a.m. ...Every 10 minutes.

6.00 a.m. to 6.30 a.m. ...Every 15 minutes.

6.30 a.m. to 7.00 a.m. ...Every 10 minutes.

7.00 a.m. to 7.30 a.m. ...Every 15 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 10 minutes.

9.00 a.m. to 9.30 a.m. ...Every 15 minutes.

9.30 a.m. to 10.00 a.m. ...Every 10 minutes.

10.00 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

11.00 a.m. to 11.30 a.m. ...Every 15 minutes.

11.30 a.m. to 12.00 a.m. ...Every 10 minutes.

12.00 a.m. to 12.30 a.m. ...Every 15 minutes.

12.30 a.m. to 1.00 a.m. ...Every 10 minutes.

1.00 a.m. to 1.30 a.m. ...Every 15 minutes.

1.30 a.m. to 2.00 a.m. ...Every 10 minutes.

2.00 a.m. to 2.30 a.m. ...Every 15 minutes.

2.30 a.m. to 3.00 a.m. ...Every 10 minutes.

3.00 a.m. to 3.30 a.m. ...Every 15 minutes.

3.30 a.m. to 4.00 a.m. ...Every 10 minutes.

4.00 a.m. to 4.30 a.m. ...Every 15 minutes.

4.30 a.m. to 5.00 a.m. ...Every 10 minutes.

5.00 a.m. to 5.30 a.m. ...Every 15 minutes.

5.30 a.m. to 6.00 a.m. ...Every 10 minutes.

6.00 a.m. to 6.30 a.m. ...Every 15 minutes.

6.30 a.m. to 7.00 a.m. ...Every 10 minutes.

7.00 a.m. to 7.30 a.m. ...Every 15 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 10 minutes.

9.00 a.m. to 9.30 a.m. ...Every 15 minutes.

9.30 a.m. to 10.00 a.m. ...Every 10 minutes.

10.00 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

11.00 a.m. to 11.30 a.m. ...Every 15 minutes.

11.30 a.m. to 12.00 a.m. ...Every 10 minutes.

12.00 a.m. to 12.30 a.m. ...Every 15 minutes.

12.30 a.m. to 1.00 a.m. ...Every 10 minutes.

1.00 a.m. to 1.30 a.m. ...Every 15 minutes.

1.30 a.m. to 2.00 a.m. ...Every 10 minutes.

2.00 a.m. to 2.30 a.m. ...Every 15 minutes.

2.30 a.m. to 3.00 a.m. ...Every 10 minutes.

3.00 a.m. to 3.30 a.m. ...Every 15 minutes.

3.30 a.m. to 4.00 a.m. ...Every 10 minutes.

4.00 a.m. to 4.30 a.m. ...Every 15 minutes.

4.30 a.m. to 5.00 a.m. ...Every 10 minutes.

5.00 a.m. to 5.30 a.m. ...Every 15 minutes.

5.30 a.m. to 6.00 a.m. ...Every 10 minutes.

6.00 a.m. to 6.30 a.m. ...Every 15 minutes.

6.30 a.m. to 7.00 a.m. ...Every 10 minutes.

7.00 a.m. to 7.30 a.m. ...Every 15 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" W. A. Valentine.
"FATSHAN"	2,250 "	" R. D. Thomas.
"HANKOW"	2,973 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Loskins.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN" 1,995 tons. Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special summer time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 1,995 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,995 tons. Captain J. Wilcox.

S.S. "NANNING" 1,995 tons. Captain C. Burchard.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Monning, Kanchuk, Kau-Kong, Samsui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lu-Ting-Hai, Lak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak Hing, Single \$12.50, Return \$21.00.

Canton to Samsui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

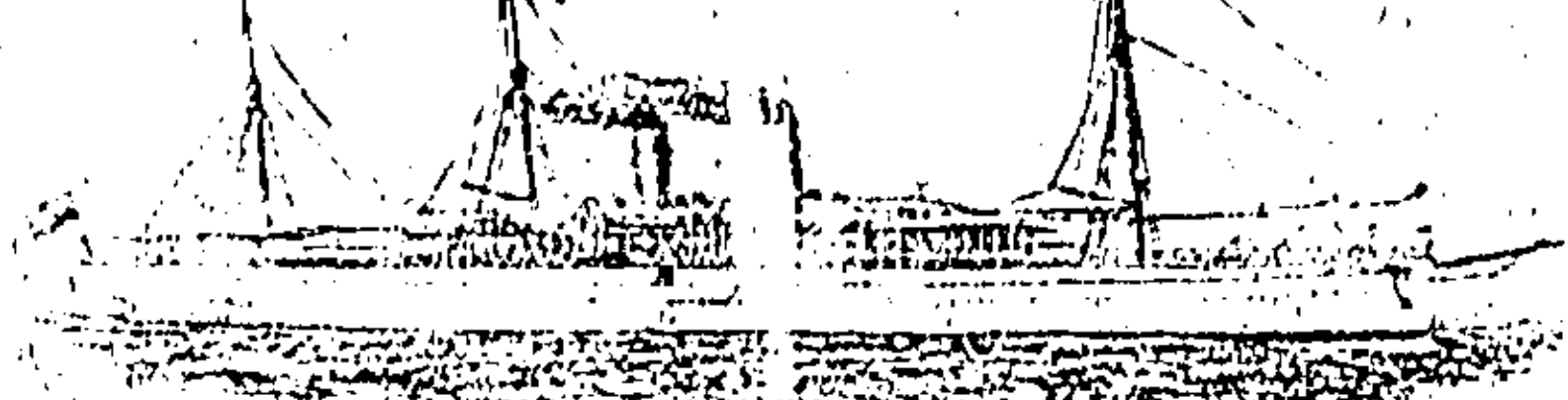
Hotel Mansions, (1st Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

S.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPERESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPERESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$14 St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

Hongkong, 17th June, 1906.

Corno Elder Street and Praya, opposite Black Pier, 113.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI" Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$1; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steering—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. Captain T. R. MEAD.

"KWONG TUNG" 1,238 tons. Captain R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

Also

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin \$2.00.

2nd Class single \$1.50, return \$2.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 2nd July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	THURSDAY, 5th July.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

THURSDAY, the 5th day of July, 1906, at Noon, the Steamship ZIETEN, Captain F. von Binner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 4th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$38.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$39.00	\$20.00	\$14.00	Return \$54.00	\$39.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.55	\$44.55
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	Return \$70.00	\$40.00
TO KOBE	\$35.00	\$25.00	\$10.00	Return \$75.00	\$45.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 3rd July, 6 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 4th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 18th July.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	61. 10. 0.
TO PARIS VIA CHERBOURG	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd July, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft., bottom 46.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos: 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A.J. and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

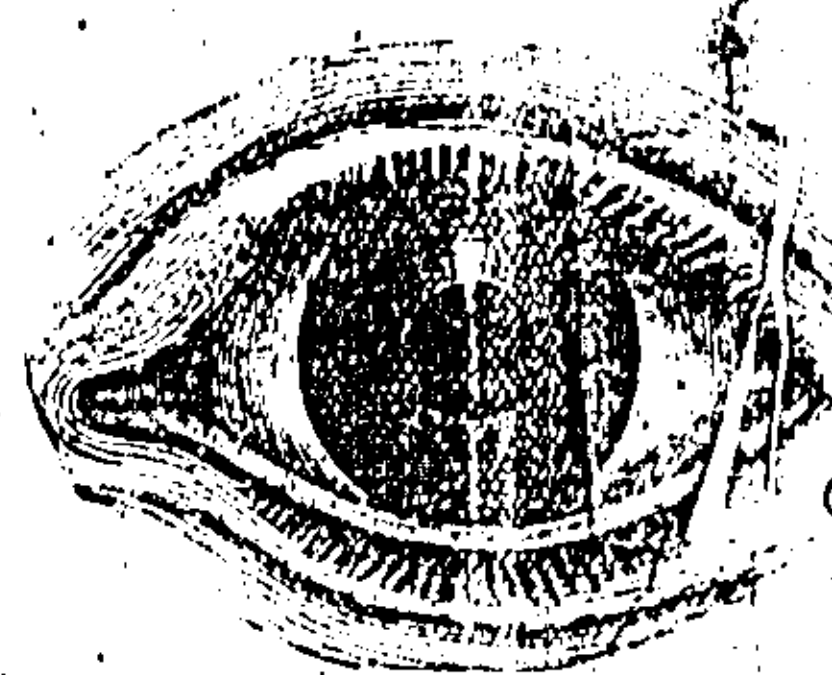
IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weighs only 15 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

[43]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road. Hongkong, 27th November, 1905.

[48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 120 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[44]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAHU.	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS.	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP.	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375, YORK BUILDINGS, 1st Floor, Hongkong, 19th June, 1906.

[45]

Intimation.

Powell's

ARTISTIC FURNISHERS.

PRESENT DAY
DESIGNS
FOR LOCAL
REQUIRE-
MENTS.

ESTIMATES
and
DESIGNS

FOR
PRIVATE
RESIDENCES

OR
PUBLIC
INSTITUTIONS

FREE ON APPLICATION.

LETTER
and
COAST
ENQUIRIES

HAVE OUR PROMPT
ATTENTION.

'Phone: 346.

Tele: "POLO,"

Hongkong.

WM. POWELL,
LTD.,

ALEXANDRA
BUILDINGS,

Des Vaux Road.

Hongkong, 30th June, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

CURTIS BROS. 5 CASES GAMING
MACHINERY ARRIVED HONG-
KONG PER S.S. "ESANG."

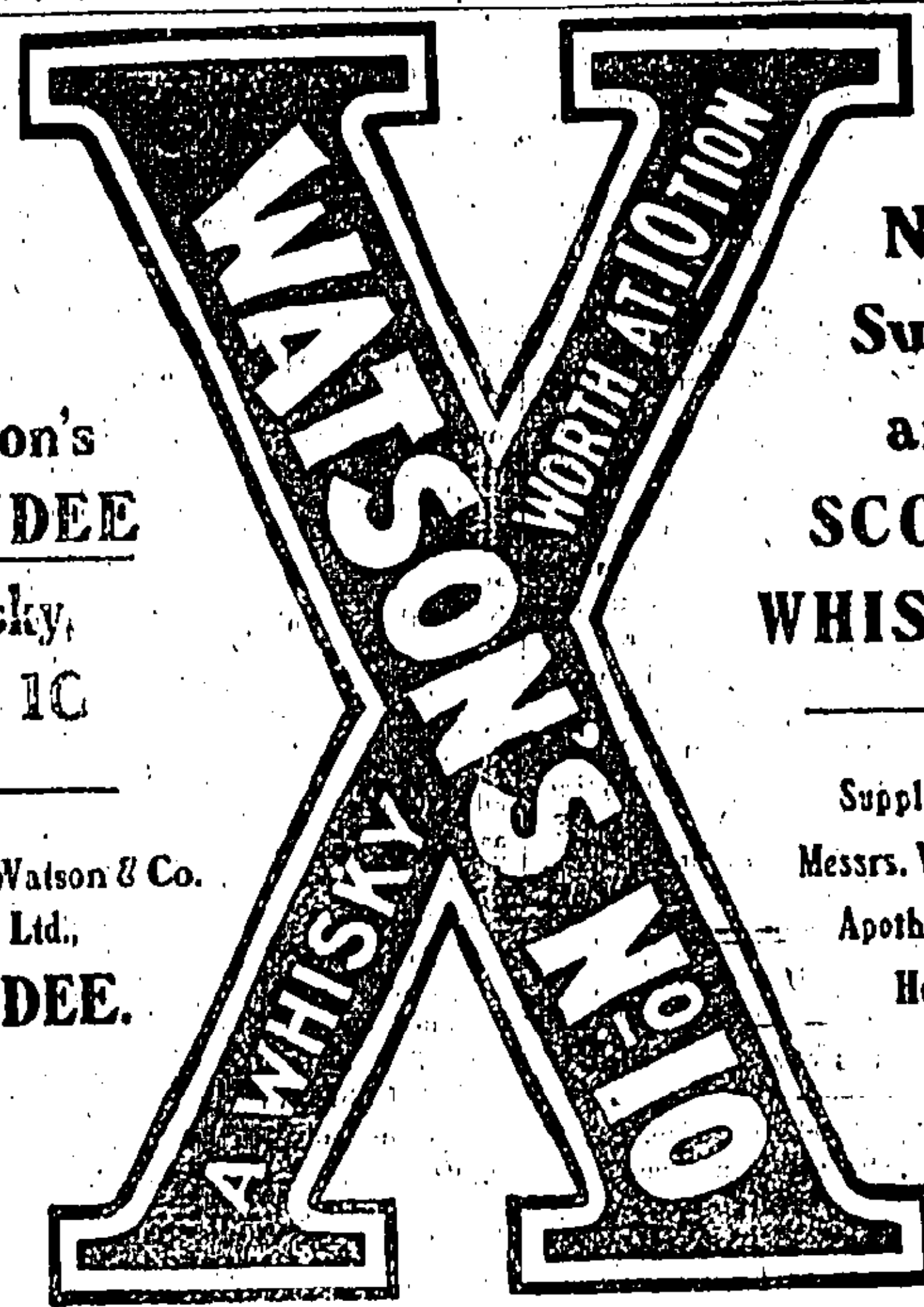
FROM CHEFOO, 21st JULY, 1905,
CONSIGNED TO MESSRS. E. H.
MURRAY & CO.

NOTICE is hereby given that the above
Cargo at present lying unclaimed in the
Godowns of the Undersigned, will be SOLD
by PUBLIC AUCTION by Messrs. HUGHES
& HOUGH, at their Auction Rooms in Ice
House Street, at 11 A.M. on FRIDAY, 13th
July, 1906, unless the same are previously
taken delivery of by Consignees, and the
charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers,
Indo-China S. N. Co., Ltd.
Hongkong, 29th June, 1906. [684]

ASK
for
Watson's
DUNDEE
Whisky,
No. 10

James Watson & Co.
Ltd.,
DUNDEE.



No. 10.
Supreme
among
SCOTCH
WHISKIES.

Supplied by
Messrs. Watkins, Ltd.
Apothecaries Hall,
Hong Kong.

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 10th September, 1905. [65]

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 35, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [496]

Intimations.

A. CHAZALON & CO.
JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
STUFFED OLIVES.
" ANCHOVY in OIL (Bottlers).
ALSO
PASCALL'S ASSORTED SWEETS AND TOPPERS.
Hongkong, 12th May, 1906. [61]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

F. BLACKHEAD & CO.,
HULL-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
"ERGUSON'S SPECIAL CREAM"
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.
Hongkong, 7th March 1905. [51]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [59]

FOR SALE.

WELSBACH'S IN-
DOOR and OUT-
DOOR 4-LIGHT
GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-
NEYS, GLOBES,
SHADES, &c., &c.,

and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.

NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vaux Road Central.
Hongkong, 19th April, 1906. [59]

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge write on the 30th
inst.:—If it constituted no improvement that
there is not now quite as much disengaged
tonnage in port as when we last wrote on the
15th instant, there is in other respects nothing
that would justify the freight market to be de-
scribed as any better. In fact the same circum-
stances prevail; there is very little doing at the
dock, and a fair number of steamers, practi-
cally of all sizes, remain unemployed.

From Saigon to this port, chartering business
has been entirely absent. There have been
other inquiries though in the course of the for-
night, for various destinations, and a tendency
has been, showing on the part of owners and
agents to meet charterers' rates and terms, and
as a consequence the "amodot of business"
actually put through may be called fair.

Saigon to Philippines, several fixtures on
basis of 24 cents per picul for one port have
been arranged, but all for small cargoes.

Saigon to Java, prompt, a steamer secured a
part cargo in combination with a return freight
trip; rate not reported.

From Java to this, dry and wet sugar, early
dates, which necessitated a ballast voyage
down, further chartering has been done at 28
cents per picul.

Hoio to this port, another charter is reported
of a small boat, at 18 cents per picul.

To load a cargo of timber at Singapore for
Shanghai a boat of 992 tons net reg. has been
paid \$12,500 in full, and another timber charter
has been arranged from Nansu Island to this
port, a steamer of 1,380 tons reg. net, having
fixed for a lump sum of about \$12,000.

Newchwang and Yangtze chartering there
has been none locally.

On basis of monthly charter terms, Norw.
s.s. Frithof secured business locally for a
term of 3 months, rate \$4,350 per month,
supplies a Hongkong Government passenger
certificate.

Hongkong has had no particular inquiries here.
Only fixture we have heard of is Hongkong to
Hongkong, at presumably last rate. The
Phuyen is reported chartered Hongkong to
Saigon, briquettes, \$2.50, believed to be
French Government business.

From Sadong, (Sarawak), for Singapore, a
small steamer has filed an inquiry at \$2.25 per
ton.

From South Japan Coal ports, inquiries
Katazu to this port, medium size, at \$1.30,
and to Saigon, ditto \$2.00, are unfilled. Moji
to Hongkong remains nominally at \$1.30.
Wakamatsu to Canton a charter has been
done at \$2.00, and from Hakata, another port
near Moji, which has been newly opened, the
fixture is reported of a medium-sized carrier
for Swatow, at \$1.50 per ton.

As for sailers, there is nothing new to advise.
Salt-tonnage disengaged:—American bark
Alta, 1,300 ton reg.
Departures of Sallers:—None.

Intimations.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Moetan.

From Italy.

From Australia.

From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here, unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 5th July, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906. [4]

BOSTON TOW BOAT COMPANY:

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBE,
MOJI AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th June, 1906. [2]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. MONDAY, the 2nd July,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected:
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th June, 1906. [6]

S.S. "TONKIN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. Charente and Alced, and from
Havre ex s.s. Alced, in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored, at their risk, into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after WEDNESDAY, the 4th July, at Noon,
will be subject to rent and landing charges.

All claims must be sent in on or before
the 4th July, or they will not be recognised.

All damaged packages will be examined on
WEDNESDAY, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1906. [11]

Intimations.

TRADE MARK

CURES

MEN & WOMEN

Big Q is a non-poisonous

remedy for any unnatural

discharges and inflammation

of the urinary tract or

prostate gland or

bladder or

kidneys or

any other part of the

urinary system.

It is sold by

all chemists.

THE HONGKONG TELEGRAPH CO., LTD.

HONGKONG, 10th September, 1905.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

Intimations.

TRADE MARK

CURES

MEN & WOMEN

Big Q is a non-poisonous

remedy for any unnatural

discharges and inflammation

of the urinary tract or

prostate gland or

bladder or

kidneys or

any other part of the

urinary system.

It is sold by

all chemists.

THE HONGKONG TELEGRAPH CO., LTD.

HONGKONG, 10th September, 1905.

Intimations.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Moetan.

From Italy.

From Australia.

From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here, unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 5th July, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906. [4]

BOSTON TOW BOAT COMPANY:

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBE,
MOJI AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th June, 1906. [2]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. MONDAY, the 2nd July,
will be landed at Consignees' risk and expense.

Intimations.

A. S. WATSON & CO.,
LIMITED.AERATED WATER
MANUFACTURERS.In the manufacture of High Class Mineral
Waters, the following are essential:—

PURE WATER.

UP-TO-DATE PLANT.

THE BEST OF MATERIALS
AND
EXPERT MANIPULATION.All these conditions are obtained in
Waters of our manufacture.Absolute Purity. Repeated analyses
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continually introduce every modern im-
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successful production of its kind in Tropical
Countries. It at once became popular and
increasing sales testify to increasing popular-
ity. Brewed from the finest Jamaica Ginger
it is perfectly wholesome and is an ideal
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Hongkong, 21st June, 1906.

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Hongkong, 2nd July, 1906.

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The Hongkong Telegraph

HONGKONG, MONDAY, JULY 2, 1906.

A HINT TO HONGKONG
MERCHANTS.Some pregnant remarks are made by Mr.
F. E. Wilkinson, Acting Consul at Wuchow,
in his survey of trade in that district during
the past year, and they should be of special
interest to merchants and shipping firms in
Hongkong. While he regards the general
conditions of trade in Kwangsi as inimical
to the development of the province's un-
doubted resources by the introduction of
foreign capital, he is firmly of opinion that
British firms of standing in Hongkong would
find it to their advantage to open branches
at Wuchow, and engage directly in the im-
port and export business, instead of leaving
it in the hands of a few Chinese firms in the
Colony. He remarks that he is well aware
that it is the general opinion among British
merchants that it is quite impossible for for-
eign firms to compete with the Chinese at
outposts or in the interior, either in the dis-
tribution of imports or in the purchase of
produce for export. The conditions, how-
ever, are not quite the same in Kwangsi as
they are in other parts of China, and he
suggests that the experiment should, at any
rate, be made by some British firm. He
describes the methods pursued by the
Canton and Fatsan firms in dealing
with the people of the interior. Business
is mainly carried on by barter and the
buyers have to take with them to every
market town they visit as many bales of
cotton yarn, which is the chief medium of
exchange, or other foreign goods as they
estimate will be sufficient to pay for the
produce they may find there. They also take
up with them outward transit passes to
exempt the goods purchased from duties.
The goods are eventually shipped
from Wuchow to Hongkong. "In some
cases," he observes, "the goods are ordered
and the price fixed in advance. The system
has many good points to recommend it as it
involves no risks to the foreign merchant
and very little trouble; but any foreign firm
with capital at its disposal which, instead of
waiting for the business to come to it at
Hongkong, opens a branch of its own at this
port and sends its own buyers into the
interior, will apparently have so many ad-
vantages over the native firms with which it
competes that, while greatly benefiting its
import trade, it will also be able to lay down
produce for export at Hongkong at lower
cost than these firms are able to do." It is
pointed out that native dealers are handi-
capped through lack of capital, and when it is
stated that the rates of interest charged by
the native banks run from 12 to 36 per
cent. it will be understood there is small
inclination to embark on schemes whose
success is not absolutely assured. One of
the advantages of having a branch in Wuchow
instead of working the trade from
Hongkong direct is, first of all, that less
opposition will be encountered there; and,
secondly, the knowledge that there is a firm
there which will buy produce—at present
Wuchow is merely a port of transshipment—
will encourage sellers in the interior, instead
of waiting for the buyers to visit them; to
bring their goods down themselves to the
port. Mr. Wilkinson is very enthusiastic over
this matter, and predicts that if a British
firm opened a branch at Wuchow it would
never rue the day. One suggestion which he
makes is eminently reasonable—the man
in charge should have a working knowl-
edge of Chinese so that he might be in a
position to deal with the natives at first hand,
instead of having to trust to a Chinese staff
"whose interests are not always the interests
of their employers." The idea should cer-
tainly commend itself to local merchants
who are always on the outlook for new
sources of revenue, for it seems that the
initial cost of inaugurating a branch would
be infinitesimal in comparison with the pro-
fits in the end.THE Indian watchman in the employ of the
Kowloon Hotel gave Chan Li, a coolie, em-
ployed by the Occidental Hotel, in charge on
Saturday for being in the servant's quarters of
the hotel without the consent of the proprietor.
When the case was called on at the Magistracy
this morning no complainant appeared, and
Mr. F. A. Hazeland ordered the defendant to
be released from custody.

SALUBRIOUS BANGKOK.

Bangkok people are peculiarly sensitive to
any allusion which would seem to disparage
that centre of civilisation. When it was sug-
gested in the columns some time ago that
Bangkok was annually scourged by cholera
we stated a fact which nobody can deny; but
the residents in the capital of Siam decided-
ly object to any reference being made to
their misfortune, and the result is seen in a
leading article and a contributed sketch
which appeared on successive days in the
Bangkok Times. It is amusing to read in the
former that "Bangkok, it may be admit-
ted, is not an ideal place of residence, but
the fact remains that no farang ever willing-
ly exchanged it for either Singapore or
Hongkong, even though the latter has the
distinction of being cleanly enough to suit
the fastidious plague bacillus." And yet it
is to Hongkong that the farangs in Siam in-
variably journey when their health breaks
down and they need the bracing climate to
counteract the effects of life in the jungle.The writer of the contributed article denies
that Bangkok lacks the luxuries and comforts
of ordinary civilised cities, and, greatly daring,
offers to find us a first-class hotel and the
best of everything provided we take a trip to
that city. But having had some
experience of the place we hardly care to
take advantage of his generosity even though
we miss all the delights which he
depicts. He speaks of hale and
hearty old residents who actually prefer
the atmosphere of Bangkok to any other
place between heaven and Texas, and sug-
gests that the "Hongkong critic" knows
nothing of Bangkok. In fact, he abandons
himself to an orgy of enthusiasm in favour
of his place of exile and, it might be fancied,
almost persuades himself that his picture is
correctly drawn. Bangkok may be all that
its admirers claim for it, yet things happen
there that could never occur in Hongkong.For instance, it is humorous to read in one
column the beauties of Kulalongkorn's city,
and in immediate juxtaposition to find the
following paragraph:—"There has been a
dead horse lying by the side of the new road,
opposite Hongkong Bank-lane for the last
two or three days. Yesterday it had been
dragged out into the middle of the road.
Besides being offensive to the nose, the car-
cass had been ripped open by vultures, and
presented a ghastly spectacle. Surely, there
should be some chance of discovering and
prosecuting the owner." Of course, if that
is the sort of thing that Bangkok people like
naturally they would be out of place in
Hongkong. The writer remarks: "Bang-
kok being what it is, with all its admitted
shortcomings, what will it be when its sani-
tation and water supply are as good as, say,
those of Hongkong?" There is much vir-
tue in the "when," and much imagination
in the writer, but it is to be doubted whether
even in those halcyon days Bangkok
will ever be able to compete with Hong-
kong as regards salubrity and healthiness.
Still it is good in these doubting days to
find that the world is not yet destitute of
optimists.

LOCAL AND GENERAL.

LEAVE of absence to the neighbouring countries,
on private affairs, has been granted to Major
A. C. Palmer, Royal Engineers, from 23rd July
to 6th October.THE following typhoid warning has been
issued by Mr. Wilder, the American Consul,
here: Manila Observatory, 2nd July, at 11 a.m.,
typhoid East Bisayas approaching Archipelago.THE Chinese Engineering and Mining Co's
total output of the Company's three mines for
the week ending the 16th June, 1906, amount-
ed to 20,567.31 tons and the sales during the
same period to 19,049.69 tons.DURING the last 48 hours only one case of
plague was reported, a Chinese residing at
Hollywood Road, who succumbed. Last week
the total number of cases was 21, of whom one
was a Filipino and another an Indian. The
total cases since January is 843, of which 790
proved fatal.ALTHOUGH I have recognized you before, said
his Honour the Puisne Judge, in the Summary
Jurisdiction Court this morning, to a grey-
coated, be-gowned member of the legal pro-
fession, "I cannot do so again. I am afraid
you must go out and do a black coat before I
can hear you." The learned legal light vanished,
and presently re-appeared clad in the garb that
is de rigueur in the British Courts, for those
addressing the Court, and all went on merrily
to judgment.THERE was a scarcity of rickshas at East Point
this morning owing to some mishap occur-
ing to the works of the electric tramcars.
Passengers boarded the cars in the usual man-
ner, but before their fares were taken they
were informed by the conductor that the cars
only run to Arsenal Street. At Arsenal Street
and as far down as the Naval Yard a string of
cars were tied up owing to the absence of
electricity on the other section to enable the
cars to proceed. Some passengers, who did
not expect that they would be "held up" at
the Naval Yard, sat and waited patiently for
the power to be restored, but finding that it
continued that way, they would be late for
office there was a rush for rickshas. For the
greater part of the morning there was only a
half service; trams could only be obtained
from Arsenal Street to Causeway Bay. Later
in the day the fuses in the feeding boxes were
altered and the through service continued.Li Wing, a shop coolie, employed in a piece
goods firm at No. 218, Queen's Road Central,
was charged this morning by his employers
with uttering a forged order on the firm for the
delivery of two cases of singlets between the
end of May and 6th June. The coolie denied
the charge. Mr. F. X. d'Almeida Castro, who
appeared for the prosecution, applied for a re-
mand, which was granted, until Monday next.
Defendant, it is stated, applied for bail, but
was refused by Mr. F. A. Hazeland.A MARINE hawk, of Reclamation Street,
Yamutai, was brought before Mr. H. H. J.
Gompertz, at the Police Court this morning,
charged with being in unlawful possession of a
basketful of iron slabs, reasonably suspected
to have been stolen. The defendant denied
the charge, but the fact that he had a previous
conviction for a similar offence, went against
him, and he was ordered to pay a fine of \$100
and to be exposed in the stocks for six hours.
Sergeant Appleton, prosecuted and Mr. Otto
Kong Sing defended.WHAT might have been a serious accident and
perhaps attended by death, occurred yesterday
afternoon near the Praya East Hotel, when the
motorman of car No. 20 had to apply his emer-
gency brake so as to save the lives of three
persons. This came about through a careless
coolie who would not leave the tram track,
when the car was some distance
behind him. A ricksha, carrying a Filipino,
crossed the road from right to left so as to allow
a Western bound car to pass. The ricksha got
on the left side of the road now, and as that
part of the road is too narrow to allow the car
behind it to pass, the ricksha coolie dashed
across the rails to make for the other side,
when, unfortunately, the coolie, who
was walking gaily along the track was knock-
ed down by the ricksha. The sudden jar
also caused the coolie to fall and the fare was
thrown out of the vehicle. The tramcar, which
was coming up behind at a good rate, answered
beautifully to the brake and the car was pulled
up a few yards away from the "wreck," not,
however, without giving the passengers a rude
jolt.THE numbers of the Far Eastern Review for
May and June are certainly full of matter which
will prove of interest to the business population
of the East. The May issue is devoted to the
industrial, commercial and agricultural de-
velopment of the Moro Province, and affords
an excellent idea of the progress which is being
made in that erstwhile turbulent district under
the American regime. The article is profusely
illustrated, all sides of the internal economy of
the Province being depicted. The June num-
ber is more general in character, but thoroughly
to the taste of the practical man. Referring to
shipbuilding, the Review remarks that about
450,000 pesos has been paid to foreign dock
companies for ship repairs, during the last 14
months. It states that "the spirit of loyalty to
home enterprise prompted the shipowners first
to offer the work to the local concerns, but in
every case the China Coast shipbuilders stepped
in with figures which meant the saving of
thousands of pesos to the owners by sending
the work abroad, and in business, as well as
in life, the first law being self-preservation the
owners were compelled to send their ships
away. The local concerns appreciated the sit-
uation and could not complain against the
principle involved." A spirited article in favour
of local concerns ends with the expression of the
hope that the great possibilities open to Manila
shipbuilders may soon be realised. A very fine
photographic reproduction of Mr. Luke E.
Wright, the American ambassador to Japan,
occupies the issue.

STEALING TRAM TICKETS.

RE-HEARING OPENED.

Before Mr. F. A. Hazeland, at the Magis-
tracy this afternoon, the re-hearing was open-
ed of the case in which a tramway conductor
received the full penalty of the law—to go to
gaol for six months, with hard labour and six
hours' stocks—for stealing 100 tram tickets,
valued at \$5, the property of the Company,
some weeks ago.Inspector Gourlay prosecuted and Mr. C. F.
Dixon, in the office of Mr. John Hastings, re-
presented the accused.The first witness called for the prosecution
was Arthur Course, traffic superintendent of the
Tramway Company. He said on 16th
June, at 11 a.m., he was preparing to send out
mid-day cars. Conductor 27 complained to
witness, in the presence of the defendant, that
100 tickets were short from his box. Witness
went to the ticket clerk and reported the loss.
The clerk said that this box was out in the
morning he had carefully examined it before
issuing for the mid-day trams. The tickets
lost were five cent tickets. Witness's next
step was to send for an interpreter, and he was
asked to tell the conductors that unless the 100
tickets were forthcoming the cars would not
leave the shed. Conductor 28 went to the inter-
preter and said that he had taken the same box
earlier in the day and finding 100 tickets short
he spoke to the defendant. The latter told
28 not to mind but to take another box. De-
fendant was called and asked to produce his
box for examination. There the missing
tickets were found. His way-bill was also ex-
amined, but the extra tickets were not men-
tioned in it. A very curious thing happened
after witness had a conversation with the in-
terpreter. The interpreter went up to the ta-
ble, upon which the tickets, including the
extra hundred, were spread, and commenced
replacing them in the box. Again it was
found that 100 tickets had disappeared, and
putting his hand in defendant's canvas bag the
second 100 tickets were discovered wrapped in
a handkerchief.Cross-examined: Witness suggested that
defendant stole the second bunch of 100 tickets
which were found in his bag.

The case is proceeding.

FIRE IN A PAWNSHOP.

DAMAGE DONE ABOUT \$1,000.

Volumes of smoke issuing from the third
floor of No. 218, Queen's Road West, attracted
the attention of the people at the Government
Civil Hospital soon after nine o'clock last
night and they immediately gave the alarm,
not, however, without attempting to render
some assistance. Without any delay, a de-
patch-box from the hospital was got out, and
rushed to the scene and soon a single hose
was playing on the flames. Not long after-
wards the fire-brigade, in charge of Chief In-
spector Baker, arrived at the scene of the fire,
only to find that the hospital men had charge
of affairs and the fire partly under control.
They joined in, several lengths of hose were
run to the top of the building, and about half
an hour later the fire was extinguished. The
entire building of No. 218 is occupied by the
Kung On pawnshop, one of the oldest pawn-
shops in the Colony. The fire—the origin of
which is at present a mystery—broke out on
the third storey, where clothing was stored.
As soon as the fire became known to the fohis
of the pawnshop, who slept on the ground floor,
several thousands of dollars' worth of jewellery,
which was stored in this floor—and which it is re-
ported was uninsured—was removed but several
second-hand clocks, which at the time were
hanging on the wall, had to be left to the flames
owing to the progress of the fire. The fire was
extinguished before it could reach the floors
below, and what damage was done to the ground,
first and second floors was simply by water.
No damage was done to the building.
The premises are insured with Messrs. F.
D. Sassoon & Company, for \$14,000, and the
damage done to the goods on the third floor is
estimated at between \$500 and \$1,000.

THE SITUATION IN CORREA.

Marquis Ito has returned to Seoul, and
except among those interested in keeping Corea
in a state of ferment, there is general satis-
faction emphasised by his very explicit denial
of the recent rumours that he is contemplating
retirement from the position of Resident-
General. A great deal has been made of the
recent riots and other ebullitions of popular
discontent, but the complete failure to work
up any serious agitation against the Japanese
administration, is revealed by the venom of the
disappointed outsiders who have been en-
couraging the Korean Emperor and his Court
satellites in their foolishness. That the
country should be restless is not a new con-
dition. To vary the latest utterance of Mr.
Winston Churchill, who does not hesitate to
express himself bluntly when the occasion
demands it, "none but a fool or an opponent
expected that Japan would set Corea right in
the few months she has been in office there."
The task, indeed, will be long and difficult, for
the Koreans have a long-standing dislike of the
Japanese as a race, and a still longer-standing
dislike of any attempt at the exploitation of
their country. It is at their fault that there
is not still the Hermit Kingdom.The fate having decreed, however, that Corea
must come out of her isolation, have made neces-
sary a government which shall beat once stand-
ard and free from corruption. No one, pretend-
ing that the Koreans were able to give them-
selves such a government, and in the days
before the war, or more accurately between the
wars, the Emperor and his advisers were con-
cerned merely in turning to their own advan-
tage as far as possible the rival ambitions of
the Powers, who the unhappy country suffered,
no matter which party had the temporary
ascendancy at Court. Corea herself then has
directly benefited by the war, which definitely
decided that paramount political, military, and
economical interests therein are possessed by
her neighbour Japan, and which provides
measures for her guidance, protection, and
control. The Powers by the unanimous with-
drawal of their Legations have acquiesced in
this admission by Japan's principal rival at the
Seoul Court, and are now chiefly concerned in
the speedy success of the administration of
Marquis Ito in bringing some order out of the
chaos of Korean affairs.Hitherto the Japanese administration has
not thought it necessary to pay much heed
to the clumsy calumny which has been per-
sistently levelled against it, while of genuine
criticism there has been almost none. More
serious than the propagation of inventions as
palpable as that which declared Marquis Ito to
be plotting vague mischief in Manchuria at a
time when his daily doings in Tokio were public
property, has been the unwillingness of the
Emperor and his Ministers to listen to their old
pastime of intrigue. It seems to be clearly
established, says the N. C. D. News of 27th ult.,
as our Tokio correspondent explained in detail
in our yesterday's issue, that advantage was
taken of the absence of Marquis Ito to work on
this propensity of the Emperor and to obtain
his tacit, if not his open, support for the
disturbances which have occurred. The
plot was, like the stone-throwing at the
railway carriage conveying the returning
Resident-General, more annoying than dan-
gerous, since it was doomed to failure from the
beginning. Already our telegrams inform us
to-day, the return of Marquis Ito has had the
salutary effect of bringing the Emperor and his
Ministers to their senses, and it may be hoped
that it will not be necessary to take more drastic
measures than those the Resident-General has
already taken. "Obviously," says our Tokio
contemporary, "the farce of pretending to
believe his (the Emperor's) expressions of good
will and of acquiescence in the new régime cannot
be perpetually maintained. The Japanese will
become ridiculous in the eyes of the world, to
allow nothing of the impossibility of achiev-
ing the task they have set for themselves
in Corea, if they continue to place a
semblance of trust in such a sovereign and to
leave him in possession of competence to
disturb the peace." The point of which is that
those are poor friends of the Korean Emperor
who stimulate him to further kicking against
the pricks. In co-operation with the Resident-
General he can yet play a dignified and
worthy part in the government of his country;
attempts to arrest the new order will merely
end in his complete discomfiture.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

SHIPPING DISASTER.

JAPANESE VESSEL SUNK.

PASSENGERS AND CREW MISSING

[From Our Own Correspondent.]

Shanghai, 2nd July,
10.50 a.m.The Hioda Maru collided with the
Nichiei Maru on Friday.The former sunk within three and
a half minutes of the disaster.The passengers and crew are
missing.[Our correspondent has omitted to indicate
where the disaster occurred, but we may pre-
sume that it was in the vicinity of Japan. The
Hioda Maru was formerly known as the
Hilena and was a vessel of 1,115 tons. The
Nichiei Maru was originally the Calais
before passing under the Japanese flag and is
a vessel of 2,302 gross tonnage.—Ed., D.K.T.]

[N. C. D. News.]

The British Admiral in Japan.
Tokio, 27th June.Admiral Moore left Miyajima this morning,
and is expected at Kobe to-morrow morning.The Mikado to Visit Kioto.
Tokio, 27th June.It has been informally decided that the
Emperor and Empress will visit Kioto in
January, when a memorial service to the
Imperial Ancestors will be held.

SUNDAY'S EXCURSIONS.

The popularity of the Sunday excursions to
Macao was once again exemplified yesterday,
when advantage was taken of the beautiful
weather by a large number of Hongkongites,
to enjoy the day's outing. The excursion
steamers were all "full up" with both first and
second class passengers, the s.s. Huenghang
alone having just over two hundred first class
passengers aboard, the majority being well-
known and prominent local residents. The
weather was all that could be desired, and so
delightfully cool and pleasant was it on board
that large numbers elected to "lunch and
lounges" on the vessel instead of venturing into
the heat on shore. An excellentiffin was pro-
vided by the Café Weismann, well served
and attended, while the lately arrived Band
from India kept things bright and lively both
coming and going, and during tiffin. Al-
together a delightful day was spent by all,
most of whom, there can be no doubt, will be
looking forward to their next opportunity of
enjoying such a healthy and pleasant change
from the heat of the City.

A DISORDERLY HOUSEBOY.

ASSAULTS HIS MISTRESS.

At the Magistracy this morning, before Mr.
H. H. J. Gompertz, Wong Tso, a houseboy,
employed at 6, Mountain View, Peak, was
charged at the instance of Inspector Dymond,
with assaulting his employer—Mrs. E. Robin-
son—at her residence, on Saturday last, and
also with disobeying lawful orders. The de-
fendant denied both charges. Mrs. Robinson
said defendant was her "boy." On Saturday
morning witness gave orders to defendant to
do certain work. The same afternoon, when
she returned home from the city, she found
that her orders were not carried out and again
repeated her orders, and reprimanded the
defendant. In doing so, she caught him
by the queue and defendant, picking up a
tin can, which was standing on a table,
struck witness on the mouth. "Did you
strike him?" queried Mr. Gompertz. "No,
I did not," replied Mrs. Robinson. "I simply
caught him by the pig-tail." Continuing
witness said that in the past defendant had
been a good worker. Defendant said there was
a certain person living with his mistress. On
Saturday that person drank a bottle of wine
and was drunk. Accused was at work in the
kitchen, and was on tip-toe going to get a
sugar from the cupboard, when suddenly he felt
somebody pull him by the queue. He became
very dizzy by the pull, closed his eyes and
collapsed, the tin of sugar striking his mistress.
When he became conscious his mistress asked
him to gather up the sugar and later he was
given in charge. His Worship sentenced the
defendant to one month's hard labour and six
hours' stocks on the first charge, and he bound
over in the sum of \$100 to be of good behaviour
for one year.

SHIPPING AND MAILS.

Mails.
German (Bayern) 3rd inst., 5 p.m.
Canadian (Empress of Japan) 3rd inst.
American (Hongkong Japan) 7th inst.
Indian (Narmada) 11th inst.
Canadian (Tartar) 17th inst.
American (Korea) 18th inst.
The s.s. Aspinax left Singapore on 30th
ult., for Shanghai.
The s.s. Onia being due here on 4th inst.,
will sail on 6th inst.
The P. & O. s.s. Nubia left Singapore for this port on 30th ult., at 3 p.m.
The M. S. Co's s.s. Armand Thib, left
Singapore on 2nd inst., at 3 p.m., for this port
via Saigon.
The Imperial German Mail s.s. Zieten left
Shanghai yesterday at 1 p.m., and may be ex-
pected here on 4th inst., at 6 a.m.
The Apar Co's s.s. Catherine Apar from
Calcutta left Singapore yesterday a.m., and
may be expected here on 5th inst.
The N. Y. K. European Line s.s. Konakura
Maru left Kobe for this port via Moji and
Shanghai on 1st inst., and is expected here on
6th inst.
The C. P. R. Co's s.s. Empress of Japan
arrived at Shanghai at 5 a.m., on 30th ult.,
and left again at 1 p.m., since day, for Hongkong,
where she is due to arrive at 11 a.m., on 3rd inst.
The C. P. R. Co's s.s. Athenian arrived at
Shanghai at 7.30 p.m., on 30th ult., and left again
at 2 a.m., Sunday, for Nagasaki, where she is
due to arrive at 6 p.m., on 2nd inst.

TELEGRAMS.

[Reuters.]

The Tantara Affair.

Four of the Egyptian villagers, who assaulted the British officers at Tantara, have been hanged, and six flogged. Sir Edward Grey has promised to forbid officers to shoot pigeons in Egypt, and to inquire into the law of flogging.

Honours.

Mr. Alfred May, of the Hongkong Civil Service, has been made a Companion of the Imperial Service Order.

Later.

Fighting in Nigeria.

Frequent fighting is occurring in Southern Nigeria.

The Military Discontent in Russia. Military outbreaks have occurred at Vladikavkaz and Samara, where the regiments have drafted a demand for a better position on the same lines as the Preobrazhensky Guards.

All the officers of the Preobrazhensky Guards will be court-martialled and the first battalion of the regiment transferred to the Line, and deprived of their privileges of a Guard regiment.

The Murder of Mr. Stanford White.

Mr. Thaw has been indicted for the wilful murder of Mr. Stanford White. Public opinion sides with Mr. Thaw owing to the questionable character of Mr. White.

Russians in Manchuria.

The last Russian detachment in Manchuria has left on its return to Russia, except a small number which will return in 1907.

Phenomenal Rainfall in England.

There has been a phenomenal rainfall in the south-east of England.

In the morning it was found that over two inches had fallen.

In London the railways were flooded and the traffic blocked; the basements of the theatres and the newspaper houses were inundated, and had to be pumped out by the fire brigades.

Earthquake Shocks.

Slight shocks of earthquake have been felt in Wales and Croydon.

Russia.

The Duma Commission, which has been inquiring into the Bielostok massacres, charges the police with having originated the affair, and accuses some Army officers, and the chief of the Police, with encouraging the mob to pillage and massacre.

BREACH OF HARBOUR RULES.

YAU-MAT OR CANTON?

Chan Yau Fat, master of a cargo boat, was this morning, at the Police Court, released on bail in the sum of £25 to ensure his re-appearance at the Court at ten o'clock to-morrow morning, when Mr. Gompertz will render his decision in the case. The defendant was charged by Inspector of Junks McIvor with attempting to leave the harbour on Saturday without being in possession of a proper port clearance. The defendant denied the charge, and the prosecutor said that on Saturday last he noticed defendant's junk all ready to leave the port. He boarded the junk, asked defendant for his port clearance, but none was forthcoming. When asked where he was bound for, defendant replied Canton. "I see you admitted that you were about to leave the harbour?" queried the Court. "No," replied defendant. "He asked me where my boat goes to and I answered Canton. At that time I was going to Yau-mat," he interposed. Mr. McIvor. Continuing, witness said that he arrested the defendant and took him to the Central Station. This morning, before the case was called on, defendant handed him the port clearance, which he thought was taken out after defendant was arrested. The Court asked defendant to call the *fohi* who took out the port clearance so as to ascertain if it was true that the paper was issued after the arrest was made. Defendant replied that the junk had left the port with the *fohi*. A remand was then granted to allow Mr. McIvor to produce the counterfoil of the port clearance book in order that the time the port clearance was issued to defendant might be obtained.

ON THE ROAD TO STANLEY.

SHOPKEEPER "HELD UP" AND ROBBED.

A *fohi*, in the employ of a grocer shop in Queen's Road West, was put to some inconvenience on Sunday forenoon when he was tramping over the hills to Stanley. According to the story told the police by the shopkeeper, who is now \$10 to the bad, it appears that while he was carrying provisions for certain shops at Stanley and Aberdeen, two men, armed with fighting irons, sprang out of the bush near the roadside and demanded that he should throw up his hands, adding that it would go hard with him if he did not. As the *fohi* did not want to be left on the roadside, he complied with the request and up his hands went. They searched the man and all they could get was \$10, but before letting him go the robbers said that it would be better for him if he kept quiet when he got back to Hongkong. The *fohi* continued his journey to Stanley and on arriving in Hongkong some hours later showed that he did not fear the men by reporting the matter to the police. As the man is in the habit of carrying money and provisions to certain shops at Stanley it evidently became known to the robbers who planned the "hold-up."

PARTNERSHIP DISPUTE.

NO RECEIPT—PAY AGAIN.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Cheong Ping Wai, of No. 7, Ko Shing Street, trader, sued Kwok Pan, No. 60 Wing Lok Street, trader, for recovery of the sum of \$237.17, being amount due on account stated. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. Hursthouse, of Messrs. Donny and Bowley Crown Solicitors, appeared for the defendant.

Mr. Grist said this was a claim for \$237.17 balance of an account settlement. He had made a demand upon the defendant for payment and received a reply that the amount had been paid on the 23rd July, 1905. There was an admission that at one time the amount was due, and it was for the defendant to prove the alleged payment.

His Honour: Oh, yes, the onus of proof of payment is on the defendant. What have you to say Mr. Hursthouse?

Mr. Hursthouse said that formerly the plaintiff and defendant were partners, and they had several transactions together, and receipts were not given, but the book was chopped as money was handed over. As a matter of fact the money was paid in presence of witnesses, and one material point was that there were subsequent dealings, all settled on the ordinary business footing, but nothing was said about any previous balances, which one would naturally have expected.

Defendant was called and said that at one time plaintiff and he were partners, and they had many business transactions. Money passing and passing between them in that way they gave no receipts to each other. That was their usual practice.

Witness rendered an account on the 23rd July, 1905, as he was leaving for Canton, and plaintiff asked him for his money, and so he paid it. He went to the Lai Loong Bank and drew \$1,500 and interest due on his deposit, and then returned to the shop, and asked plaintiff to give him the bill he had rendered. Plaintiff said he had found the bill correct, and so he had destroyed it. Witness made out a duplicate bill, and it was marked "settled." Witness paid the money there and then. The account was present. He examined the account and counted out the money which he handed to witness which the latter passed on to the plaintiff. He took no receipt, but entered the payment in the account book he himself kept. It was his private book.

To Mr. Grist: Witness said that his business was that of a druggist. His accounts were paid from time to time, but never signed for either way. They rendered each other accounts, and when the amount was paid it was chopped with the word "settled."

Mr. Grist: And what do you do with that chopped account?

Witness: I give it back to him.

Mr. Grist: Then you give him the money, and what is practically a receipt for the money, as well?

Witness: Well, we have had transactions for a long time, so we don't take receipts.

Mr. Grist: Where is your payment book?

Witness: It is in the shop.

Mr. Grist: Does that book show the payments to the plaintiff?

Witness: No.

Mr. Grist: Then the book shows dealings with everybody else but not with the plaintiff?

Witness: Yes, I never entered his dealings.

Mr. Grist: Now, look at this word "settled" written over the account; was not that written yesterday, or, at any rate, after the issue of this writ?

Witness: No, it was not written yesterday; it was put on the day the payment was made.

Mr. Grist: Is it usual for you to chop your own book?

Witness: Well, it is my usual practice, and I always chop my books when making payments.

Witness, continuing, said he had four chops for the different accounts. The account produced was the account he made out on the 23rd July. He paid it because plaintiff heard he was going to Canton, and he paid it on the 26th July, and then he went to his country, and took his books with him. Plaintiff went away the same day, but they did not go together. He was away for three weeks. He took \$40 or \$50 with him; that was out of the \$1,500.

Mr. Grist: You mean to say you go to your family for three weeks and only take \$40 or \$50; do you have no more expenses; is it not usual to take presents to your family?

Witness: I am a man who uses very little money. Continuing, witness said during his absence the accountant booked his business; both the business of the shop, and his private business, and gave him account when he returned. He did not receive a cheque for \$5; on the 24th July.

Mr. Grist: Will you swear that?

His Honour: Does he mean that he did not receive \$5 from anyone at all on that date?

Witness said he did not receive any money at all on that day. He paid the plaintiff the amount in notes and subsidiary coins, and in the presence of the accountant. He entered it there and then in his payment book, in the presence of the plaintiff. He did not ask the plaintiff to chop it as a receipt; as it was not usual between them. The account was gone through and the bill found correct.

Mr. Grist: Then if you were not going to get any receipt what was the good of making out an itemised account?

Witness: It was our usual practice.

To Mr. Hursthouse witness said he asked for a receipt, but plaintiff said the account was correct and he need not bother about a receipt.

His Honour: You said before you never asked him for a receipt in your life!

Witness: I did not ask him for a receipt; I only asked him for the bill, so I could chop it.

His Honour: Oh!

The accountant of the defendant was called and spoke to the payment of the money now claimed by the plaintiff. He said that, on the morning of the 26th July, defendant went out,

and shortly after he returned with money. Plaintiff came in and witness went through the bill; a short one. He found it correct, and then the defendant paid the money to the plaintiff in witness's presence. Witness heard plaintiff say "As you are going to the country you had better pay me the balance;" that was why the money was paid. There was some other friendly conversation, but witness did not pay attention to it.

To Mr. Grist, witness said that on the 20th July he went through the book and the bill for defendant. He checked the items and totalled them up.

Mr. Grist: But just now you told us you only checked the bill?

Witness: I had forgotten the book.

Mr. Grist: Quite so; you had forgotten the book.

Witness, continuing, said the bill produced was the original bill. He did not check the bill by the book; he laid the bill aside, and went through the book, and then compared the bill's and book's totals.

Mr. Grist: Are you sure that is the bill?

Witness (looking at it): No, I never saw it before.

Mr. Grist: But you just said it was the original.

Witness: I hadn't my glasses on; this is the chopped bill of settlement.

Mr. Grist: You are just beginning to remember the story the defendant asked you to come here and tell, aren't you?

Witness: No, he told me nothing.

Mr. Grist: Now, didn't he ask you to come and give evidence?

Witness: No, he did not ask me to give evidence. He just said "You know all about the matter; you had better come and tell what you know."

Mr. Grist: Now, is it not true that the plaintiff was sick on that day, and unable to come down to business?

Witness: He had just a little cough, but he was not sick.

Mr. Grist: As a matter of fact, did not the defendant have to go upstairs to see the plaintiff on that day, as he was too ill to come down?

Witness: No, he was not sick.

Continuing, witness repeated the story of the payment, and to the plaintiff and defendant leaving the Colony a few days afterwards.

The manager of the Lai Woong Bank proved the payment to defendant of \$1,500, on the 26th July, 1905.

The plaintiff, called at this stage, said he deposited money with the defendant from time to time, and defendant gave him accounts. On the 25th July defendant gave him an account showing that \$237.17 was due to him. He had never received that money, and it was still due and owing. Witness was ill and wished to go to Canton, so he asked defendant to make up the account and pay the balance. He was sick and unable to leave his bed on the 25th and defendant took the account to him upstairs. He went to Canton that evening, by the night boat. When he received money from defendant he signed for it in a book. He had asked defendant several times for payment of this account, but he put him off with promises to pay "later on." Besides this one witness had several other transactions with defendant.

To Mr. Hursthouse, witness said on the 25th July he was unwell. He was not a great opium smoker. He suffered from consumption, and his illness had not affected his memory at all; he could remember everything. Whenever he got money from defendant he chopped a receipt. Previous to the last two or three items he had not signed a receipt; he was not asked to do so. He had deposited money after this amount remained unpaid; in the two subsequent months he had deposited over \$2000. A final account was rendered in the 10th month, and day, but the \$237.17 was not brought forward.

Mr. Hursthouse: Then why did you not object to the omission at the time?

Witness: I asked for payment but was put off.

Mr. Hursthouse: Then, the final statement, was, according to you, a false one; it showed a false balance due?

Witness: But it was a separate account.

Mr. Hursthouse: But if it were to be a true account it must show the full balance due from either party.

Witness: He did not bring forward the balance.

Mr. Hursthouse: We know that.

Continuing, witness said when he received money from the defendant in the 10th month he signed it "paid in settlement." It was the usual custom to mark all bills so, when paid. The bill he was suing on was not paid, so it was not chopped.

Clansmen of the plaintiff testified to the taking of the latter to Canton by the night boat on the 25th July, as he was ill; they remembered the date, because they received a message from other clansmen to go to Canton on the 22nd July, but as the plaintiff was ill they delayed their departure till the 25th.

Mr. Hursthouse: Now, was it not at the request of the plaintiff that you said it was the 25th?

Witness: No, the plaintiff has not told me what to say; I know without him.

Mr. Grist said the case was a very simple one and he submitted that the plaintiff had proved his claim. The defendant's story of payment was unworthy of credence, as it was full of discrepancies when compared with that of his only witness, the accountant. He submitted that defendant, on whom the onus of proof fell, had not in any way proved the alleged payment, while the plaintiff had told a very straight story.

Mr. Hursthouse said that as regards the plaintiff's evidence he would only point to the man's statements in examination and in cross-examination. In his examination-in-chief he said he always gave receipts when he got money from the defendant; in cross-examination he said he only gave receipts for the last two or three items. Mr. Hursthouse then argued upon the whole evidence, and submitted that the plaintiff had no case whatever and asked for judgment for defendant.

His Lordship said the onus of proof was on the defendant. He had always laid in these cases, where payment was pleaded, the defendant, in the absence of any receipt, must bring very satisfactory evidence of payment. He could not think in this case the defendant had brought such evidence. If he was doing him a wrong he was not sorry for him; and if he had found the evidence sufficient to prove payment, he would not have given him his costs, as he had brought the matter on himself by not keeping proper accounts.

Judgment for plaintiff with costs.

SETTLEMENT OF THE NANCHANG AFFAIR.

The following terms with reference to the above have been agreed upon between Mr. Padoa, Minister for France in Peking, and the Chinese Government:—(1) The Chinese Government agrees to acknowledge that Magistrate Chiang Chao-tang committed suicide and that his family should not be entitled to receive any indemnity therefor. (2) The Chinese Government agrees to pay an indemnity of 100,000 for damages to the Roman Catholic Church property and for indemnifying the priests who suffered. (3) Chinese officials in Kiangsi province who failed to give adequate protection in Nanchang on the occasion of the riot in question to be all cashiered. (4) Ring-leaders in the attack on the Roman Catholic Church and Christians to be all punished: (5) The Chinese Government agrees to erect a monument in memory of the priests who were killed during the said riot.

The above agreement was signed in Peking on the 20th instant between the representatives of the high contracting parties, and it may also be stated that the British-Chinese agreement in connection with the deaths of the late Mr. Kington and his daughter, was also signed the same day. The amount to be paid the Chinese Government, in this connection is between 100,000 and 150,000. Thus ends a matter which took the French and Chinese officials concerned nearly four months to bring to a satisfactory conclusion, it having been especially difficult for the Chinese Commissioners who dared not come to an agreement in the face of the contention of the people of Kiangsi and officials in Peking hailing from that province, that Magistrate Chiang was murdered and that it was a case of self-destruction. The whole matter hung on this one contention, which at one crucial moment even threatened to involve the province in a general anti-Christian rising. Of course the secret societies in the Yangtze Valley were eager to take advantage of the popular discontent against the Government to stir up a regular rebellion in the province, but fortunately the prompt measures taken by the Acting Governor, H. E. Wu Chung-hsi, and the military authorities of Kiangsi in suppressing so-called riot riots in various parts of that province, notably in the Poyang and Fuchow districts, prevented these riots from attaining to any serious proportions, and we may therefore consider that it is all quiet at present in Kiangsi province. Naturally there will be grumbling amongst some Kiangsi men, but they will be too few in number to cause any serious trouble.—N. C. D. News.

"THE WEATHER."

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 2nd at 11.35a. The barometer has risen on the coast of China, and fallen over Central Japan.

The depression is over the S. part of the Sea of Japan. It continues to move Eastwards. Pressure is high to the NE. of Japan.

Moderate S.E. winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast: Light to moderate S.E. winds; showery.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	114
Do. demand	119 1/2
Do. 4 months' sight	121 1/2
France—Bank T.T.	167
America—Bank T.T.	514
Germany—Bank T.T.	217 1/2
India T.T.	159
Do. demand	159 1/2
Shanghai—Bank T.T.	102 1/2
Singapore T.T.	104
Japan—Bank T.T.	104 1/2
Java—Bank T.T.	128 1/2

Buying.

4 months' sight 1/2	115 1/2
6 months' sight 1/2	116 1/2
30 days' sight San Francisco & New York	524
Do. do.	524
4 months' sight Sydney and Melbourne	316 1/2
30 days' sight France	711
6 months' sight	723
4 months' sight Germany	223
Bar Silver	30 3/16
Bank of England rate	31 1/2
Sovereign	9 5/8

OPIMUM QUOTATION.

To-day's quotations are as follows:	Per picul
Malwa New	910/950
" Old	950/980
" Older	1,000/1,050
" Oldest	—
Patna New	674
" Old	850
Benares New	810
" Old	820
Perian (Paper)	—

Today's

Advertisements.

PUBLIC AUCTION.

AT F. KIENE'S Sales Rooms, KOWLOON.

TO-MORROW EVENING, the 3rd July, at 9 P.M., MISCELLANEOUS GOODS.

TERMS:—As usual.

F. KIENE,

Auctioneer,

Kowloon.

Hongkong, 2nd July, 1906. [692]

TO LET.

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd July, 1906. [694]

Today's Advertisements.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905:

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and the Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREYS & SON, General Managers. [693]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSERS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON

THURSDAY,

the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central, (corner of Ice House Street),

THE FOLLOWING

VERY VALUABLE RECLAMATION PROPERTY, situate at Victoria, in the Colony of Hongkong.

All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAVA RECLAMATION TO MARINE LOT No. 57.

The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 15,000 square feet or thereabouts.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to

Messrs. HUGHES & HOUGH, The Auctioneers. [688]

NOTICE.

WE have this day authorized Mr. HANS A. SIEMSEN to Sign our firm Per Procuration.

SIEMSEN & Co.

Hongkong, 1st July, 1906. [690]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND UNKS in connection with the COALING OF H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st August, 1906.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 18th July, 1906.

Hongkong, 2nd July, 1906. [689]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Barillon, will be despatched as above, on or about the 9th instant, at Noon. For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st July, 1906. [11]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OANFA"	4th July.
GLASGOW and LIVERPOOL	"LAERTES"	12th "
GLASGOW and LIVERPOOL	"POLYPHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

The S.S. "Oanfa" left Singapore on the morning of the 29th ult., and is due here on the 4th inst.
The S.S. "Atyanax" left Singapore on Saturday morning, 30th ult., for Shanghai direct.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th "
* GENOA, MARSEILLES & L'POOL	"PATROCLES"	30th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"DRECEY"	14th August.
* GENOA, MARSEILLES & L'POOL	"TYDEUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	30th "
* HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	6th July.
	"TELEMACHUS"	4th August.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	12th July.
	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd July, 1906.

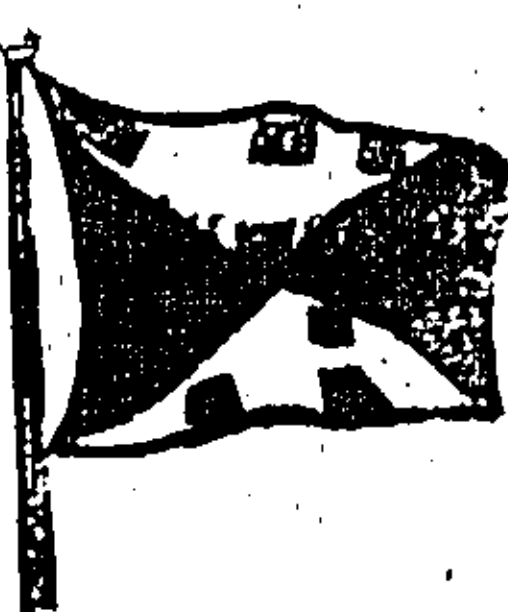
CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KIUKIANG"	3rd July.
MANILA	"TEAN"	3rd "
CEBU and ILOILO	"SUNGKIANG"	6th "
CHEFOO and NEWCHANG	"KWEIYANG"	7th "
MANILA	"TAMING"	10th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"HUICHOW"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT).	SATURDAY, 7th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th June, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	ABOUT
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th June, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VEXUS ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
ALESIA	YOKOHAMA AND KOBE	5th July.
SPEZIA	SHANGHAI, YOKOHAMA AND KOBE	9th July.
SAMDIS	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LYMANTR, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

* RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at S'PORE, PENANG & COLOMBO).	10th July.
SCHWABZBURG	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st August.
* SILEZIA	NAPLES, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunk), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Waiter.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by S.S. "HABSBURG," S.S. "HOHENSTAUFE," S.S. "SCANDIA," and S.S. "SILEZIA."

COAST SERVICE.

* LYEMOON	SHANGHAI	6th July. Freight and Passengers.
AMBRIA	SINGAPORE AND CALCUTTA	7th July. Freight.
* LYDIA	SHANGHAI AND CHINKIANG	9th July. Freight and Passengers.
* ITHAKA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WLAIDIVOSTOK	End of July. Freight and Passengers.

* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.
For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 2nd July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'PORE, SAMARANG & SOERABAYA	"CHUNSAUNG"	TUESDAY, 3rd July, 3 P.M.
SHANGHAI	"ESANG"	TUESDAY, 3rd July, 4 P.M.
SHANGHAI	"KWONGSHING"	WEDNESDAY, 4th July, 4 P.M.
TIENTSIN	"CHEONGSHING"	WEDNESDAY, 4th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	FRIDAY, 6th July, 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 6th July, 4 P.M.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Emst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"GLENESK"
Captain J. Rafferty, will be despatched
above, on or about the 10th July.
For Freight and Passage, apply to
McGREGOR BROS. & GOW.
Hongkong, 18th June, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or
about the 10th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 28th June, 1906.

To Let.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906.

To Let.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and
INDUS BUILDING.
GODOWNS ON PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE,
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1906.

TO LET.
NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905.

TO LET.
GODOWN No. 1, NEW PRAYA, Kennedy
Terrace.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1906.

Entertainment.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with one edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
for each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBER'S DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

THE LAND OF TO-MORROW.

Princess Eira enters to-day a wonderful
country of which she is soon to become Queen.
Prosperous works on geography call it Spain.
History tells us that it is the land of yesterday,
full of glorious traditions, and famous in great
painters, poets, soldiers. But those of us who
love it, and have explored its quaint, old-world
cities, and have mixed with its country people,
know it as the land of to-morrow, where the
sun shines, where even the poor are happy, and
where the strenuous life is not.

Its contrasts and anomalies are great. The
Puerta del Sol in Madrid is Piccadilly-circus,
the Plaza de la Concordia and Unter den Linden
all rolled into one. The great sidewalks are
crowded with merchants, society men and wo-
men, clerks, students, passants, match-sellers,
soldiers, civil guards, dandies, and beggars, all
jostling each other as they promenade, read
the papers, discuss politics, make love, and
gossip. A bewildering array of carriages de-
bouches from the numerous streets converging
on the square; a regiment, with band playing,
marches past; ragamuffins race by with the
latest newspaper; porters labour along under
loads; mules and donkeys, gaily caparisoned,
appear here and there; while the clanging of
the officers' scabbards, the sounds of guitars,
and the cries of street-sellers complete the
hubbub.

COSTUMES AND CONTRAST.

A few paces away, in the middle of the day,
stretched full length on the pavement, may be
seen workmen and porters indulging in the
national siesta. Every bench has an occupant
sleeping away an hour or two, the sun beating
down upon them all, as, for the time being, all
things are consigned to "mañana"—to-morrow.
A smart equipage, which would not disgrace
Long-acre itself, goes by, its occupants dressed
in the latest Paris frocks. It passes on its way a
herd of goats, wandering peacefully through the
streets to be milked at the door of any who
care to buy.

At night a "caballero" will pass, muffled to
the ears in a graceful Spanish "capa," the tip
of his nose and the bright end of his cigarette
alone visible. But summing the whole is a
hideous latter-day bowler!

One goes to the opera in twentieth century
evening-dress, and listens to a very fine per-
formance. On returning home, however, one
is plunged into the sixteenth century at once,
for the owner of the house claps his hands, a
"sereno," or night watchman, appears in long
cloak and girdle, produces a bundle of keys,
and opens the door that we may enter.

In love-making and the art of compliment
the Spaniards remain true to old customs. In
Andalusia, whose lovely women "are so
thoroughly fitted to suggest the idea of abduc-
tion," a man will step off the pavement at the
approach of a handsome lady, and exclaim
aloud, "The Lord bless the mother of such
beauty!" and the lady, appreciating the com-
pliment, will thank him and pass on.

To stare at a pretty girl in the street is
politeness of a high order, and half-whispered
exclamations as to the beauty of her eyes, the
grace of her carriage, or the symmetry of her
waist, are received as only due.

THE PRIVILEGED SENORITA.

It is not so very long since many fathers
objected to their daughters learning to read
and write on the ground that they would then
be able to decipher the love-letters sent to
them by unknown admirers. But the number
of little notes that may be seen dropped by
dainty hands from dark balconies indicate that
this parental severity has now been relaxed.

Those who imagine the senorita to be
so much under the control of her family
will be surprised to learn that legally she
is ahead of her English sister, for, should
she fix her choice on a man whom her
father forbids her to marry, she may go
to a magistrate and claim his pro-
tection and assistance to carry out her desire.
The sight of the chief magistrate arriving in
state at the stern father's door and demand-
ing the daughter that he may give her over to the
husband of her own choosing is instructive to
one who imagines that all is backward in
Spain.

One has not far to go to find the Spain of
popular repute. The gaily-attired tercio, the
picturesque muletter, the flaunting Carmanas
and Paquitas in bright-colored petticoats and
shawls, rose in hair, may be seen to-day just as
we represent them in a comic-opera scene on
the stage at home.

Amid vast palaces, stately cathedrals, medie-
val houses and modern dwellings, customs
centuries old are observed side by side with
innovations of yesterday. Young bucks about
town will club together to run a swaggar: turn-
out on the Prado, and will return home to
partake of the national "puchero," in which
figura so prominently the garbanzo, which
has been described as "a pea which, in its
ambition to become a bean, has succeeded
only too well." Similar instances of the up-to-
date and the old-time in close juxtaposition
are met with constantly.

MANNER'S MAKE-UP MAN.
The beggar, "the aristocratic democracy,"
with their grandiloquent air and almost feroc-
iously important, cause, so little surprise and con-
cern to the new-comer. A brusque answer or
a slighting word will bring down a torrent of
abuse, and they will bang on like lightning to a
rock. But, strangely enough, a polite word or
request to be excused from giving the sought-
for alms will invariably have the effect of send-
ing them away, apparently satisfied.

There are many terms still in every-day use
which conjure up the cavalier and courtesier of a
bygone day. The shop assistant will express
his readiness to kiss the feet of the lady cus-
tomer, and she, in her turn, will bid the young
man "go with God" as she leaves the shop.
Everywhere there is a tendency to use the
diminutive as a term of endearment, and one
learns to appreciate the attention, and to wel-
come the open, sunny smile with which one is
received, even after a very short acquaintance.

At one leaves port, homeward bound, on a
beautiful moonlight night, the heavens dotted
with twinkling stars, the lights of the city
gleaming bright over the water, thoughts are
conjured up of woodland, fairy-like palaces, of
glimpse heroes, of beautiful women, with faces
like angels, and of music wafted across the
breath.—A. B. Agazio, Morning Leader,
May 25.

